

**PCT**  
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(21) Internationales Aktenzeichen: PCT/EP98/02326 (22) Internationales Anmeldedatum: 20. April 1998 (20.04.98) (30) Prioritätsdaten: 197 16 404.8 18. April 1997 (18.04.97) DE (71) Anmelder (für alle Bestimmungsstaaten ausser US): LUCAS INDUSTRIES PUBLIC LIMITED COMPANY [GB/GB]; Stratford Road, Solihull B90 4LA (GB). (72) Erfinder; und (75) Erfinder/Anmelder (nur für US): DIERINGER, Werner [DE/DE]; Urbarer Strasse 2, D-56179 Vallendar (DE). (74) Anwalt: BEYER, Andreas; Wuesthoff & Wuesthoff, Schweigerstrasse 2, D-81541 München (DE).		(81) Bestimmungsstaaten: JP, KR, US, europäisches Patent (AT, BE, CH, CY, DE, DK, ES, FI, FR, GB, GR, IE, IT, LU, MC, NL, PT, SE).  Veröffentlicht Mit internationalem Recherchenbericht.

**(54) Title:** BRAKE PRESSURE TRANSMITTER UNIT FOR A HYDRAULIC BRAKE SYSTEM FOR MOTOR VEHICLES, AND BRAKE SYSTEM FITTED WITH SAME UNIT

**(54) Bezeichnung:** BREMSDRUCKGEBERANORDNUNG FÜR EINE HYDRAULISCHE KRAFTFAHRZEUGBREMSANLAGE UND DAMIT AUSGESTATTETE BREMSANLAGE

**(57) Abstract**

The invention relates to a brake pressure transmitter unit (1) for a hydraulic brake system for motor vehicles, which unit, after having applied an actuating force (F) via an entry element (brake pedal 2), by decreasing the volume of a hydraulic chamber (4) to be filled with brake fluid supplies brake pressure at an outlet of said hydraulic chamber, which brake pressure is intended for at least one wheel brake (3). In addition to the first hydraulic chamber (4) the invention provides for a hydraulic chamber (6) for brake fluid, the volume of which chamber also decreases after the actuating force (F) is applied. To increase the braking force an outlet of the additional hydraulic chamber (6) is connected to the entry side (10e) of a booster pump (10) in such a way that fluid is able to circulate. Said booster pump supplies brake fluid from the additional hydraulic chamber (6) to the at least one wheel brake (3). The outlet side (10a) of the booster pump is connected to the outlet of the hydraulic chamber (4) in such a way that fluid is able to circulate, so that the at least one wheel brake (3) is supplied with greater brake pressure.

